

DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

Office of Structural Materials

Quality Assurance and Source Inspection



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Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: 69.28**WELDING INSPECTION REPORT****Resident Engineer:**Pursell, Gary**Address:** 333 Burma Road**City:** Oakland, CA 94607**Report No:** WIR-007278**Date Inspected:** 06-Jun-2009**Project Name:** SAS Superstructure**OSM Arrival Time:** 700**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**OSM Departure Time:** 1900**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Location:** Shanghai, China**CWI Name:** Chen Chih Chien**CWI Present:** Yes No**Inspected CWI report:** Yes No N/A**Rod Oven in Use:** Yes No N/A**Electrode to specification:** Yes No N/A**Weld Procedures Followed:** Yes No N/A**Qualified Welders:** Yes No N/A**Verified Joint Fit-up:** Yes No N/A**Approved Drawings:** Yes No N/A**Approved WPS:** Yes No N/A**Delayed / Cancelled:** Yes No N/A**Bridge No:** 34-0006**Component:** crossbeams and suspension brackets**Summary of Items Observed:**

On this day CALTRANS OSM Quality Assurance Inspector (QA) Steve Hall was present during the times noted above for observations relative to the fabrication of the SAS Superstructure being performed by Zhenhua Port Machinery Company (ZPMC) at Changxing Island, in Shanghai, China. QA observed and/or found the following:

OBG cross beam CB1 (in superstructure trial assembly)

This QA observed that no significant work was being performed on this crossbeam during the time this QA was present.

OBG cross beam CB2 (in superstructure trial assembly)

This QA observed that no significant work was being performed on this crossbeam during the time this QA was present.

OBG cross beam CB3

This QA observed that the contractor appears to have stenciled match marking identification numbers on two SPCM splice plates using a center punch rather than the required low stress stencil. Both parts are identified as X202E. Both plates are part of OBG crossbeam assembly identified as CB3. They connect the bottom panel of the crossbeam to the east and west lines. See attached photos. AWS D1.5 2002 section 12.4.6 states "When heat

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numbers and other identification markings are applied by die stamping, low-stress dies shall be used". This QA informed ZPMC QA identified as Mr. Wang Lu and ABF fabrication supervisor identified as Mr. Peter Ferguson that an incident report would be generated for this issue.

OBG cross beam CB4

This QA observed that this crossbeam is still in the paint bay. No significant work was observed on this crossbeam during the time QA was present.

OBG cross beam CB5

This QA observed that no significant work was being performed on this crossbeam during the time this QA was present.

OBG cross beam CB6

This QA observed that no significant work was being performed on this crossbeam during the time this QA was present.

OBG cross beam CB7

This QA observed that no significant work was being performed on this crossbeam during the time this QA was present.

OBG cross beam CB8

This QA observed ZPMC personnel fitting floorbeam diaphragm sections for the bottom panel of this crossbeam. No other significant work was observed during the time this QA was present.

OBG bay 5 bike path cantilever brackets

This QA observed that no significant work was being performed on any of the cantilever brackets during the time this QA was present.

OBG cross beam CB10

This QA observed ZPMC personnel have commenced splicing the side panels for this crossbeam. No other significant work was observed during the time this QA was present.

Suspension Brackets

This QA observed that the contractor appears to have a Complete Joint Penetration (CJP) weld that has not been completed or has an unspecified cope hole. The weld in question is located where the deck panel mounting flange (X53B) intersects and welds to the web plate. Shop detail drawings SB2, SB3 and SB6 do not specify a

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cope hole in this area or leaving this area of this joint unwelded. This condition exists on suspension brackets identified as SB20E, SB20W, SB22E, SB22W, SB24E, SB24W, SB26E, SB26W, SB28E and SB28W. See attached photos. This issue was discussed with ZPMC QA identified as Mr. Wang Lu on 6/4/09. Mr. Wang did not provide this QA with an explanation as to why this condition existed on these brackets. This QA informed Mr. Wang Lu and ABF fabrication supervisor identified as Mr. Peter Ferguson that an incident report would be generated for this issue.

Unless otherwise noted, all work observed on this date appeared to be in general compliance with the applicable contract documents.



Summary of Conversations:

As mentioned above.

Comments

This report is for the purpose of determining conformance with the contract documents and is not for the purpose of making repair or fit for purpose recommendations. Should you require recommendations concerning repairs or remedial efforts please contact Eric Tsang (15000422372), who represents the Office of Structural Materials for your project.

Inspected By: Hall, Steven

Quality Assurance Inspector

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Reviewed By: Prue,Erik

QA Reviewer